Merceburg Airfield  ATION see below 25X1  DATE PREPARED 3 December 1971  ENCES  1 ENCLOSURES (NO. & TYPE).  25X1  25X1  25X1  25X1  25X1  25X1  ARKS.  25X1  25X1  25X1  DATE PREPARED 3 December 1971  ENCES  1 ENCLOSURES (NO. & TYPE).  25X1  An sir force advance detail had been stationed at the field for about four we kis.  2. On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxiway and convecting lance were concluded. Senerating in the sestern extension of the runway was discontinued. In this work will not be rosumed. The connecting lance were concluded. Senerating in the sestern unbanged. Two power showels removed the setur track from the northeastern corner of the field as far as a point in line with the Seriolbersain road. The east border of the landing between the northeastern carrier and a point about 300 motors from it was neved 150 200 interes to the northeastern carrier and a point about 300 motors from it was neved 150 200 interes to the removed of a 3 inter surface. A railroad branch line was then laid, Six power showels removed the hill in the western section of the field. About 300 Seriam Leburery were ongaged in grading the landing field.	Approved For Release 2003/08/12: CIA-RDP82-00457R009900080006-3    Marseberg Airfield	A O LOCIETATE	N CONFIDEN	ZI S white	The state of
ATION 690 bolow 25 and 26 October 195.  DATE PREPARED 3 December 1971.  ENCES  1 ENCLOSURES (NO. 6 1975).  25X1	DATE PREPARED 3 Describer 1973.  DESCRIPTION OF THE PREPARED 3 DESCRIPTION OF THE PREPARED 1973.  DATE PREPARED 3 Describer 1973.  DESCRIPTION OF THE PREPARED 3 DESCRIPTION OF THE PREPARED 1973.  DATE PREPARED 3 DESCRIPTION OF THE PREPARED 3 DESCRIPTION OF THE PREPARED 1973.  DATE PREPARED 3 DESCRIPTION OF THE PREPARED 3 DESCRIPTION OF THE PREPARED 1973.  DATE PREPARED 3 DESCRIPTION OF THE PREPARED 3 DESCRIPTION OF THE PREPARED 1973.  DATE PREPARED 1973.  DATE PREPARED 3 DESCRIPTION OF THE PREPARED 1973.  DATE PREPAR	Approved Fo	Release 2003/08/12 : CIA-RDP82-00457R0099	900080006-3	25X1
ATION 690 bolow 25 and 26 October 195.  DATE PREPARED 3 December 1971.  ENCES  1 ENCLOSURES (NO. 6 1975).  25X1	25X1	Manual Marcia and	organisarian didentificação (VI, 1943). (dele for UK)		1.5
DATE PREPARED 3 December 1971  ENCES  1 ENCLOSURES (No. a TOTE).  25X1	Decement Es.  25 and 26 October 1995.  25X1  DATE PREPARED 3 December 1995.  25X1	merseourg Kirlieiu			
25X1	25X1  DATE PREPARED 3 December 1953.  25X1  ENCLOSURES (No. & TYPE)  25X1	IATION see below			25X1
December 1951  ENCES  1 ENCLOSURES (No. & TYPE)  25X1	December 1971.  25X1	mr 06 0-4		ingelijde is birighe sjest sig egwant, word i politik sig elektrosje ingazi	and the state of t
enclosures (No. a Type)  25X1  25X1  25X1  25X1  25X1  25X1  26 On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxinay and connecting lance were completed, Describing in the eastern extension of the runway was discontinued, be resumed, The connecting lance were completed, Describing in the eastern extension of the runway was discontinued, be resumed, The connecting lance were completed, Describing in the eastern extension of the field were unchanged. The power shouls removed the gar taxed from the northeastern corner of the field were unchanged. The power shouls removed the field were unchanged of the landing between the northeastern corner and a point about 330 notors from the moved 150 to 200 intores to the east. The new boundary was staked off and the new area was graded after the removal of a 3 meter curface, a railroad branch than use then laid, Six power showls removed the hill in the western rection of the field, About 300 Jornan laborers were any jed at both construction at the stall, About 300 Jornan laborers were any jed at both construction at the stall and the field within the next days.  3. The field was stall occupied by 700 to 1000 new almost all the foreign probabily right; percental were to arrive at the field within the next days.  REFERENCE COPY  99 NOT CHROLLATE  CLASSIFICATION  Decument Fo.  REFERENCE COPY  10 Both the Change of	25X1	O) O	25X1 DATE PREPARED 3 Decom	iber 1951	
detail had been stationed at the field for about four weaks.  2. On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxinay and convecting have a consisted. Occarions in the eastern extension of the runway was discontinued; be resumed. The connecting lands in the sectorn section of the field were undergod. Two power showels removed the spart track from the northeastern connect of the field as far as a point in line with the Sections and a point alout 301 motors from it was neved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a justed nurface. A railroad branch line was then laid, Six power showels removed the hill in the meeters section of the field. About 300 Serman between were engaged at both construction stoss.  3. The field was still occupied by 700 to 1.000 mm. Unmail all the Soviets were engaged in grading the lending field. The land within the next days.    Construction at large burg sirfield was completed by Into-Sectober 1991, the information on the presence of an advence downless of the expected arrival of an air unit is believed to be credible.    REFERENCE COPY   Open on the presence of an advence downless of the expected arrival of an air unit is believed to be credible.	detail had been stationed at the field for short four weeks.  On 26 October, reconstruction of the barracks installations, concreting north on the runney, taxinay and connecting lanes were completed, demonstrain in the eastern extension of the number way was discontinued.  This work will not be resumed. The connecting lanes users considered, demonstrain in the eastern who have been such as a point in the sector section of the field were uncleaned. The connecting lanes in the sector camer and a point alout 301 motors from it was rowed into the north-eastern camer and a point alout 301 motors from it was rowed into the construction of the landing between the north-eastern camer and a point alout 301 motors from it was rowed into the construction of the mean was graded after the removal of a 3 motor surface, a railread branch line was then had, Six pears showeds recreated build in the western section of the field. About 300 German Laborers were engaged at both construction sites.  The field was still occupied by 700 to 1 000 men, throat all the Soviets were engaged in grading the landing fields. Incomment all the Soviets were engaged in grading the landing fields. Incomment all the Soviets were engaged in grading the landing fields. Incomment all the soviets, embably flyin; percented were to enrive at the field within the next days.  **  **  **  **  **  **  **  **  **	RENCES	TREATMENT - ADMINISTRA () MATERIA COMPANION - ATMINISTRA - MATERIA COMPANION STRUMENT STRUMENT - MATERIAL OF A PROPRIEST AND AND A PROPRIEST A	Magney, principal designer approximation of the service of the ser	аць гырт учасывую пацерного пацерілоготорог падаг
detail had been stationed at the field for about four weaks.  2. On 26 October, reconstruction of the barracks installations, concreting work on the remway, taxivary and convecting lance were convoleted. Someroting in the eastern extension of the runway was discontinued. The connecting lance were convoleted. Someroting in the eastern unbianged, Two power shows a remword the agent waster from the northeastern connect of the field easter as a point in line with the Secicitivarian read. The enabl border of the landing between the northeastern canner and a point alout 30 motors from it was moved 150 to 200 arctars to the east. The new boundary was staked off and the new area was graded after the removal of a 3 noter surface. A railroad branch line was them Inic. Six power showls removed the hill in the western section of the field. About 300 Serman islowers were enjaged at both construction sites.  3. The field was still occupied by 700 to 1.000 cen. thront all the Soviets were enjaged in grading the landing field.  [Applied The Source of the Construction at Largeburg airfield was completed by late-Sectober 1971. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  [Decement Formula 1982]  [Decement Formula 1983]  [Decement Formula 1984]  [Decement Formula 1984	an sir force advance detail had boor stationed at the field for about four weaks.  On 26 October, reconstruction of the bareacks installations, concreting work on the runway, taxiway and connecting lance were completed, Jonereting in the eastern extension of the runway was discontanced. This work will not be resumed. The connecting lance in the settern section of the field were unchanged. Two power showels removed the grut track from the northeactern connect of the field so far as a point in line with the Gerichtersin read. The each border of the landing between the northeactern carner and a point alout 300 maters from it was nowed 150 to 200 unteres to the east. The new boundary was staked off and the new area was graded after the removal of a 3 meter surface. A railroad branch line was than laid, Our power showels removed the hill in the western section of the field. About 300 forms islances were ongaged at both construction sites.  The field was still occupied by 700 to 1,000 mm, thront all the Soviets were engaged in grading the landing field. Interest were ongaged in grading the landing field. Interest were ongaged in grading the landing field. Interest were one of an advance obtail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  DO NOT CIRCULATE  25X1  CLASSIFICATION.  Decument Fo. Me Chang.    Decument Fo. Me Chang.   Decument Fo. Decument Fo. Decument Fo. Decument Fo. Decument Fo. Decument Fo. Decument	S 1 ENCLOSURES	NO. & TYPE)	magnya hoveren daren, akulak memana melan salam da salahan	endervisen visit i sanger sala. I Shull Shir i Shikisa (
detail had been stationed at the field for about four we also.  2. On 26 October, reconstruction of the harmonics installations, concreting work on the runway, taxiway and connecting lames were completed. Concreting in the eastern extension of the runway was discontinued.  In this work will not be resumed. The connecting lames in the seatern section of the field were unchanged, two power showels reasoned the span tasel from the northcooten cornec of the field as far as a point in line with the Gerichtersin read. The east border of the landing between the northcooten curner and a point about 300 motors from it was neved 150 to 200 meters to the seat. The new boundary was staked off and the new area was graded after the removal of a 3 meter surface. A railread branch line was then laid, 5 is power showels removed the hill in the western cection of the field. About 300 German laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1,000 new. Throat all the Soviets were engaged in grading the landing field.  Thyin; personnel were to arrive at the field within the next days.  **  Consent.  **  Consent.  **  Construction at Lerosburg sirfield was completed by late-October 1971. The information on the presence of an advence detail and the expected arrival of an air unit is believed to be credible.  **  **  **  Consent.  **  Consent.  **  CLASSIFICATION*  Decument Fo.  **  Because Fo.  **  Because Fo.  **  Bocument Fo.  B	detail had been stationed at the field for about four weaks.  On 26 October, reconstruction of the barracks installations, concreting work on the runway taxinay and connecting lance were completed. Concreting in the eastern extension of the runway was discontinued.  It is work will not be resumed. The connecting lance were completed. Concreting in the eastern extension of the runway was discontinued.  It is work will not be resumed. The open should be resumed. The new will not be resumed. The open should be resumed of the field as far as a point in line with the Carichtersin read. The construction of the landing between the northeastern carner and a point about 300 meters from it was nowed 150 to 200 meters to the east. The new boundary was staked off and the new wree was graded sider the removal of a 3 meter surface.  A railroad branch line was then laid, Six poner showls removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  The field was still occupied by 700 to 1,000 men. Almost all the Soviets were engaged in grading the landing field.  The field was still occupied by 700 to 1,000 men. Almost all the Soviets were engaged in grading the landing field.  The field within the next days.  **  Construction at Largeourg airfield was completed by late-October 1951. The information on the presence of an advence detail and the expected arrival of an air unit is believed to be credible.  **  CLASSIFICATION*  Decument For the field.  We chang Decided to be credible.  **  CLASSIFICATION*  Decument For the fields.  **  CLASSIFICATION*  Decument For the fields.  **  **  CLASSIFICATION*  Decument For the fields.  **  **  **  **  **  **  **  **  **	IRKS	Marketannis arbitat falket reget iss developer im meder i kalendo residentalis ser un abretojo katesanio resteptiva que as judgleda mentenante.	Annes de de la company de la c	namal (Vincina adulta), India is linearithinis
detail had been stationed at the field for about four we also.  2. On 26 October, reconstruction of the harmonics installations, concreting work on the runway, taxiway and connecting lames were completed. Concreting in the eastern extension of the runway was discontinued.  In this work will not be resumed. The connecting lames in the seatern section of the field were unchanged, two power showels reasoned the span tasel from the northcooten cornec of the field as far as a point in line with the Gerichtersin read. The east border of the landing between the northcooten curner and a point about 300 motors from it was neved 150 to 200 meters to the seat. The new boundary was staked off and the new area was graded after the removal of a 3 meter surface. A railread branch line was then laid, 5 is power showels removed the hill in the western cection of the field. About 300 German laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1,000 new. Throat all the Soviets were engaged in grading the landing field.  Thyin; personnel were to arrive at the field within the next days.  **  Consent.  **  Consent.  **  Construction at Lerosburg sirfield was completed by late-October 1971. The information on the presence of an advence detail and the expected arrival of an air unit is believed to be credible.  **  **  **  Consent.  **  Consent.  **  CLASSIFICATION*  Decument Fo.  **  Because Fo.  **  Because Fo.  **  Bocument Fo.  B	detail had been stationed at the field for about four weaks.  On 26 October, reconstruction of the barracks installations, concreting work on the runway taxinay and connecting lance were completed. Concreting in the eastern extension of the runway was discontinued.  It is work will not be resumed. The connecting lance were completed. Concreting in the eastern extension of the runway was discontinued.  It is work will not be resumed. The open should be resumed. The new will not be resumed. The open should be resumed of the field as far as a point in line with the Carichtersin read. The construction of the landing between the northeastern carner and a point about 300 meters from it was nowed 150 to 200 meters to the east. The new boundary was staked off and the new wree was graded sider the removal of a 3 meter surface.  A railroad branch line was then laid, Six poner showls removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  The field was still occupied by 700 to 1,000 men. Almost all the Soviets were engaged in grading the landing field.  The field was still occupied by 700 to 1,000 men. Almost all the Soviets were engaged in grading the landing field.  The field within the next days.  **  Construction at Largeourg airfield was completed by late-October 1951. The information on the presence of an advence detail and the expected arrival of an air unit is believed to be credible.  **  CLASSIFICATION*  Decument For the field.  We chang Decided to be credible.  **  CLASSIFICATION*  Decument For the fields.  **  CLASSIFICATION*  Decument For the fields.  **  **  CLASSIFICATION*  Decument For the fields.  **  **  **  **  **  **  **  **  **				
detail had been stationed at the field for about four we also.  2. On 26 October, reconstruction of the harmonics installations, concreting work on the runway, taxiway and connecting lames were completed, Concreting in the eastern extension of the runway was discontinued.  I this work will not be resumed. The connecting lames in the seatern section of the field work will not be resumed. The connecting lames in the seatern section of the field war to the seatern section of the field as far as a point in line with the Gerichterian read. The cost border of the field as far as a point in line with the Gerichterian read. The cost border of the landing between the northeastern carner and a point alout 300 motors from it was neved 150 to 200 intens to the seat. The new boundary was staked off and the new area was graded after the removal of a 3 inster surface. A railread branch line was then laid, 51 in pose shouls removed the hill in the western cection of the field. About 300 German laborers were ongaged at both construction sites.  3. The field was still occupied by 700 to 1,000 mm. Thront all the Soviets were ongaged in grading the landing field.  Thyin; personnel were to arrive at the field within the next days.  **  Consort.*  Consort.*  Consort.*  **  Consort.*  Consort.*  Consort.*  **  Consort.*  Con	detail had been stationed at the field for about four weaks.  On 26 October, reconstruction of the barracks installations, concreting work on the runway taxinay and connecting lance were completed, Concreting in the eastern extension of the runway was discontinued;  be resumed. The connecting lance were completed, Concreting in the eastern extension of the runway was discontinued;  be resumed. The opener shorels removed the seatern section of the field were unchanged. Two power shorels removed the seat from the northeastern connect of the field as far as a point in line with the Cerichtersian read. The east border of the landing between the northeastern enters and a point about 300 meters from it was neved 150 to 200 intense to the east. The new boundary was staked off and the new press was graded effect the removal of a 3 meter surface. A railroad branch line was then laid, Six poner showels removed the hill in the western section of the field. About 300 German laborers were ongaged at both construction sites.  The field was still occupied by 700 to 1,000 men. Almost all the Soviets were engaged in grading the landing field.  The field within the next days.  **  Construction at Largeburg sirfield was completed by late-Cetaber 1951, the information on the presence of an advence devail and the expected errival of an air unit is believed to be credible.  **  **  CLASSIFICATION**  **  CLASSIFICATION**  Document Forms  We changed the field of the field within the field within the field within the expected errival of an air unit is believed to be credible.  **  **  **  CLASSIFICATION**  **  **  **  **  CLASSIFICATION**  **  **  **  **  **  **  **  **  **				
detail had been stationed at the field for about four weeks.  2. On 26 October, recombination of the harracks installations, concreting work on the runway, taxiway and connecting lance were completed. Concreting in the eastern extension of the runway was discontinued.    This work will not be resumed. The connecting lance in the bestern section of the field were unchanged. Two power showls removed the spur track from the northeastern corner of the field so far as a point in line with the Concintration read. The coat border of the landing between the northeastern corner and a point albout 300 motors from it was moved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a 3 motor surface. A railroad branch line was then laid, Six power showls removed the hill in the western section of the field. About 300 German laborers were ongaged at both construction sites.  3. The field was still occupied by 700 to 1.000 mm. Unout all the Soviets were engaged in grading the landing field.    Proposed in grading the landing field.   New York of the construction at Escaphurg airfield was completed by late-October 1951. The construction at Escaphurg airfield was completed by late-October 1951. The finformation on the presence of an advence down! and the expected arrival of an air unit is believed to be credible.    REFERENCE COPY	detail had been stationed at the field for about four weeks.  On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxiway and connecting lanes were completed. Concreting in the eastern extension of the runway was discontinued.  It is work will not be resumed. The connecting lanes in the settern section of the field were unchanged. Two power showels removed the sett track from the northeastern corner of the fields as far as a point in line with the Gerichterain road. The east border of the landing between the northeastern error and a point about 300 motors from it was moved 150 to 200 motors to the east. The new boundary was staked off and the new area was graded effor the removal of a 3 motor surface. A railroad branch line was then laid, Six power showels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction of the field. About 300 German laborers were engaged at both construction of the field. The landing field, how soriets, probably flying personnel were to arrive at the field within the next days.  **Construction at Europear airfield was completed by late-October 1971. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **Construction at Europear airfield was completed by late-October 1971. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **Construction at Europear airfield was completed by late-October 1971. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **Construction**  **Construction**  **Construction**  **Construction**  **Construction**  **Decument**  **De	. 25X1			
detail had been stationed at the field for about four weeks.  2. On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxiway and connecting lanes were completed. Concreting in the eastern extension of the runway was discontinued.  1. This work will not be resumed. The connecting lanes in the sectorn section of the field were unchanged. Two power showls removed the sput track from the northeastern corner of the field so far as a point in line with the Section content in Power of the field so far as a point in line with the Section and a point allout 300 motors from it was noved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the ramoval of a 3 meter surface. A railread branch line was then laid, 5th gover showls removed the hill in the western section of the field. About 300 German laborers were ongaged at both construction sites.  3. The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the lending field.  1. The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the lending field.  1. The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the lending field.  2. The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the lending field.  2. The field was still occupied by 700 to 1.000 mm. Almost all the soviets were engaged in grading the lending field.  2. The field was still occupied by 700 to 1.000 mm. Almost all the soviets were engaged in grading the lending field.  2. The field was still occupied by 100 mm. Almost all the soviets were engaged in grading the lending field.  3. The field was still occupied by 100 mm. Almost all the soviets were engaged in grading the lending field.  4. The field was to 100 mm. Almost all the soviets were engaged in grading the lending field.  4. The field was to 100 mm. Almost all the soviets were engaged in grading the field.	detail had been stationed at the field for about four weeks.  On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxiway and connecting lanes were completed. Someroting in the eastern extension of the runway was discontinued.  In connecting lanes in the settern section of the field were unchanged. The connecting lanes in the settern section of the field were unchanged. Two power showels removed the sput track from the northeastern corner of the Indian between the northeastern corner and a point about 30 motors from it was noved 150 to 200 motors to the east. The new boundary was staked off and the new row was graded after the removal of a motor surface.  A railroad branch line was then laid, Six power showels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction of the field. About 300 German laborers were engaged at both construction of the field. About 300 German laborers were engaged in grading the landing field.  The field was still occupied by 700 to 1.000 man. Almost all the Soviets were engaged in grading the landing field.  The field was still excepting airfield was completed by late-October 1971. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.   REFERENCE COPY  10 NOT CIRCULATE  Document Fo.  No Chang  Deciment Fo.  No				
detail had been stationed at the field for about four weeks.  2. On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxiway and connecting lanes were completed. Concreting in the eastern extension of the runway was discontinued.  1. This work will not be resumed. The connecting lanes in the sectorn section of the field were unchanged. Two power showls removed the sput track from the northeastern corner of the field so far as a point in line with the Section content in Power of the field so far as a point in line with the Section and a point allout 300 motors from it was noved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the ramoval of a 3 meter surface. A railread branch line was then laid, 5th gover showls removed the hill in the western section of the field. About 300 German laborers were ongaged at both construction sites.  3. The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the lending field.  1. The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the lending field.  1. The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the lending field.  2. The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the lending field.  2. The field was still occupied by 700 to 1.000 mm. Almost all the soviets were engaged in grading the lending field.  2. The field was still occupied by 700 to 1.000 mm. Almost all the soviets were engaged in grading the lending field.  2. The field was still occupied by 100 mm. Almost all the soviets were engaged in grading the lending field.  3. The field was still occupied by 100 mm. Almost all the soviets were engaged in grading the lending field.  4. The field was to 100 mm. Almost all the soviets were engaged in grading the lending field.  4. The field was to 100 mm. Almost all the soviets were engaged in grading the field.	detail had been stationed at the field for about four weeks.  On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxiway and connecting lanes were correlated. Concreting in the eastern extension of the runway was discontinued.  It is work will not be resumed. The connecting lanes in the settern section of the field were unchanged. Two power showels removed the sput track from the northeastern corner of the fields as far as a point in line with the Genichterain road. The east border of the landing between the northeastern corner and a point albout 300 motors from it was noved 150 to 200 motors to the east. The new boundary was staked off and the new area was graded effor the removal of a motor surface. A railroad branch line was then laid, Six power showels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction of the field. About 300 German laborers were engaged at both construction of the field. The landing field, her solvests were engaged in grading the landing field, her Soviets were engaged in grading the landing field, her Soviets were engaged in grading the landing field, her Soviets were engaged in grading the landing field, her Soviets were engaged in grading the landing field was completed by late-October 1971. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  10 NOT CHROULATE    Document Fo.   Document	1 -		x x	(0.7
detail had been stationed at the field for about four weeks.  2. On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxtway and convecting lanes were convoluted. Concreting in the eastern extension of the runway was discontinued.  In this work will not be resumed. The connecting lanes in the mattern section of the field were unchanged. Two power showels removed the spur travel from the northwestern corner of the field as far as a point in line with the Cerichterain read. The cost border of the landing between the northwestern canner and a point about 300 motors from it was neved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a 3 meter surface.  A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 Serman laborers were ongaged at both construction sites.  3. The field was still occupied by 700 to 1 000 men. Almost all the Soviets were engaged in grading the landing field.  The field was still occupied by 700 to 1 000 men. Almost all the Soviets were engaged in grading the landing field.  The field was estill were to arrive at the field within the next days.  **  Comment:  Commen	detail had been stationed at the field for about four weeks.  On 26 October, reconstruction of the barracks installations, concreting work on the ruway, taxivay and convecting lanes were completed. Concreting in the eastern extension of the ruway was discontinued.  It is not be resumed. The connecting lanes in the bastern section of the field were unchanged. Two power shovels removed the spur track from the northeastern connec of the field as far as a point in line with the Carichterian read. The cost border of the landing between the northeastern curner and a point allows 300 meters from it was moved 150 to 200 meters to the east. The new boundary was staked off and the new area graded after the removal of a 3 meter surface. A railread branch line was then laid. Six power showels removed the hill in the western section of the field. About 300 German laborers were ongaged at both construction attes.  The field was still occupied by 700 to 1,000 men. Almost all the Soviets were engaged in grading the landing field.  Thyin; personnel were to arrive at the field within the next days.  **  Comment.*  **	<b>¬</b>			
2. On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxiway and connecting lanes were completed. Concreting in the eastern this work will not be resumed. The connecting lanes in the sectorn section of the field were unchanged. Two power showels removed the spur track from the northeastern connect of the field as far as a point in line with the Contentrain road. The cost border of the landing between the northeastern conner and a point about 300 motors from it was moved 150 to 200 methods to the east. The new boundary was staked off and the new area was graded after the removal of a 3 motor surface. A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 Serman laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1,000 men. Throat all the Soviets were engaged in grading the landing field.  The field was still occupied by 700 to 1,000 men. Throat all the Soviets were engaged in grading the landing field.  The field was still ergoburg airfield was completed by late-October 1971. The construction at Egrophurg airfield was completed by late-October 1971. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.   REFERENCE COPY  10 NOT CIRCULATE  25X1  CLASSIFICATION  Document Fo.  No Class.  CLASSIFICATION  CLASSIFICATION  Document Fo.  Asta. His 13-2	On 26 October, reconstruction of the barracks installations, concreting work on the runway, taxivay and connecting lanes were completed. Soneroting in the eastern extension of the runway was discontinued.  Events of the runway was discontinued.  It is not will not be resumed. The connecting lanes in the methor section of the field were unchanged. Two power shovels removed the spur track from the northecotorn corner of the field as far as a point in line with the Carichters of the cond. The coat border of the landing between the northeastern commer and a point about 300 motors from it was noved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a 3 motor surface.  A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  The field was still occupied by 700 to 1,000 men. Thront all the Soviets were engaged in grading the landing field.  The field was still occupied by 700 to 1,000 men. Thront all the Soviets were engaged in grading the landing field.  REFERENCE COPY  Not charged in grading the landing field was completed by late-October 1971. The information on the presence of an advance dotail and the expected errival of an air unit is believed to be credible.  REFERENCE COPY  No Classification.  REFERENCE COPY  On Not charged the field.  CLASSIFICATION.  Document Fo.  No Class. (1) 2. 20 25X1  Author 1872.			an air force	advance
extension of the runway was discontinued.  Statement of the runway was discontinued.  The connecting lames in the sector section of the field were unchanged. The connecting lames in the sector section of the field were unchanged. Two power showels removed the spur track from the northeastern corner of the field as far as a point in line with the Gerichterain read. The cast border of the landing between the northeastern corner and a point alout 300 motors from it was noved 150 to 200 interes to the east. The new boundary was staked off and the new area was graded after the removal of a 3 motor surface.  A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1.000 men. Throat all the Soviets were engaged in grading the landing field.  The field within the next days.  **Convent.  Convent.  Convent.  **Convent.  Convent.  Convent.  Convent.  Convent.  Classification  Document Fo.  No Change  Gerts.  Classification  Document Fo.  No Change  Classification  Document Fo.  Control of the fie	ruway, taxinay and connecting lanes were completed. Concreting in the eastern extension of the runway was discontinued.  be resumed. The connecting lanes in the settern section of the field were unchanged. Two power shovels removed the gent tract from the northeastern corner of the field as far as a point in line with the Gerichtersin read. The east border of the landing between the northeastern corner and a point about 300 motors from it was neved 150 to 200 metars to the east. The new boundary was staked off and the new area was graded after the removal of a 3 meter surface. A railroad branch line was then laid. Six power shovels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  The field was still occupied by 700 to 1.000 mm. though all the Soviets were engaged in grading the Landing field				, I,
extension of the rumay was discontinued.  be resumed. The connecting lanes in the sector section of the field were unchanged. Two power shovels removed the spar track from the northeastern corner of the field as far as a point in line with the Sexichterain read. The each border of the landing between the northeastern carner and a point about 300 motors from it was neved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a 3 meter surface. A railread branch line was then laid, Siz power shovels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1,000 men. Throat, all the Soviets were engaged in grading the landing field.  Flying personnel were to arrive at the field within the next days.  **Congent.  construction at Largeburg airfield was completed by late-October 1951, the information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **REFERENCE COPY  **Document For the Class of the East of the Eas	extension of the runway was discontinued.  be resumed. The connecting lanes in the sector section of the field were unchanged. Two power showels removed the spur track from the northeastern corner of the field as far as a point in line with the Gerichterain read. The cost border of the landing between the northeastern corner and a point about 300 motors from it was moved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a 3 moter surface. A railroad branch line was then laid, Six power showels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  The field was still occupied by 700 to 1,000 men. Throat all the Soviets were engaged in grading the landing field.  The field was first and the field within the next days.  **Comment.  Construction at herselving sirfield was completed by late-October 1951, the information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **REFERENCE COPY  **Document For the CLASSIFICATION**  **D	2. On 26 October, reconst	ruction of the barracks installations, necting lanes were completed. Concret:	concreting wo ing in the cas	orn on the stern
unchanged. The connecting lanes in the sectors section of the field were unchanged. Two power shovels removed the spur track from the northeastern corner of the field as far as a point in line with the Sewichterain road. The each border of the landing between the northeastern corner and a point about 300 motors from it was noved 150 to 200 intens to the east. The new boundary was staked off and the new area was graded after the ramoval of a 3 motor surface. A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 Serman laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1,000 men. throat all the Soviets were engaged in grading the landing field.  [Incompatible of the Soviets were to arrive at the field within the next days.]  **  Compatible on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **  **  **  **  **  **  **  **  **	wholanged. Two power shovels removed the spur track from the northeastern corner of the field as far as a point in line with the Gerichterain road. The each border of the landing between the northeastern corner and a point alout 300 motors from it was neved 150 to 200 mitors to the east. The new boundary was staked off and the new area was graded after the removal of a 3 noter surface. A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  The field was still occupied by 700 to 1 000 non. Almost all the Soviets were engaged in grading the landing field.  The field was still are landing field.  The field within the next days.  **Content.  **Content.  **Content.  **Content.  **Content.  **Content.  **Content.  **Content.  **Content.  **Double the presence of an advance dotail and the expected arrival of an air unit is believed to be credible.  **Content.  *	a extension of the runwa	y was discontinued.	this work w	
of the field as far as a point in line with the Semichterain road. The cost border of the landing between the normhosstern corner and a point about 300 motors from it was moved 150 to 200 mitors to the east. The new boundary was staked off and the new area was graded after the ramoval of a 3 moter surface. A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1.000 mm. ilmost all the Soviets were engaged in grading the landing field	of the field so far as a point in line with the Sewichterain road. The cost border of the landing between the northeastern corner and a point about 300 motors from it was moved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a 3 motor surface. A railroad branch line was then laid, Six power showels removed the hill in the western section of the field. About 300 Serman laborers were engaged at both construction sites.  The field was still occupied by 700 to 1.000 mm. Almont all the Soviets were engaged in grading the landing field	be resumed. The connec	ting lanes in the eastern section of the	he field were	
border of the landing between the nor-heastern earner and a point about 300 motors from it was noved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a 3 noter surface. A railroad branch line was then laid, Six power showeds removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1,000 mm. Almost all the Soviets were engaged in grading the landing field.  Flying personnel were to arrive at the field within the next days.  **  Comment:  Comment:  Comment:  Construction at Legeburg airfield was completed by late-October 1951. The information on the presence of an advence dotail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  90 NOT CIRCULATE  25X1  CLASSIFICATION  Document Fo.  No Chang  Gering	border of the landing between the nor heactern carner and a point about 300 motors from it was noved 150 to 200 meters to the east. The new boundary was staked off and the new area was graded after the removal of a 3 motor surface. A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 German isborers were engaged at both construction sites.  The field was still occupied by 700 to 1.000 men. Almost all the Soviets were engaged in grading the landing field.  Flying personnel were to arrive at the field within the next days.  **Comment.  **Comment.**  **Document.**  **Comment.**  **Comment.	unchanged. Two power	hovels removed the spur track from the	northeastern	corner
motors from it was noved 150 to 200 intens to the east. The new boundary was staked off and the new area was graded after the removal of a 1 noter surface. A railroad branch line was then laid. Six power showeds removed the hill in the western section of the field. About 300 German leborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1 000 men. Almost all the Soviets were engaged in grading the landing field.  Flying personnel were to arrive at the field within the next days.  **Comment.**  Comment.**  Comment.*  Comment.**  Comment.*  C	motors from it was moved 150 to 200 mitors to the east. The new boundary was staked off and the new area was graded after the removal of a 3 motor surface. A railroad branch line was then laid, Sir power shovels removed the hill in the western section of the field. About 300 German leborers were engaged at both construction sites.  The field was still occupied by 700 to 1.000 mm. Almont all the Soviets were engaged in grading the landing field	of the field as far as	a point in line with the devicitismain	road, ind car	า วา
staked off and the new area was graded after the removal of a 3 motor surface.  A railroad branch line was then laid, Six power shovels removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1,000 mm. Almost all the Soviets were engaged in grading the landing field.  Flying personnel were to arrive at the field within the next days.  **  Comment.  Construction at Merceburg airfield was completed by late-October 1951. The information on the presence of an advance dotail and the expected arrival of an air unit is believed to be credible.  **  REFERENCE COPY  90 NOT CIRCULATE  25X1  CLASSIFICATION  Document Fo.  No Chang  Gestion:  CLASSIFICATION  Document Fo.  Document F	staked off and the new area was graded after the removal of a 3 moter surface.  A railroad branch line was then laid, Six power shoveds removed the hill in the western section of the field. About 300 German laborers were engaged at both construction sites.  The field was still occupied by 700 to 1.000 men. Almost all the Soviets were engaged in grading the landing field.  The field was still occupied by 700 to 1.000 men. Almost all the Soviets were engaged in grading the landing field.  The field was still occupied by the field within the next days.  **  Convent.  Construction at Mergeburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  *  **  **  **  CLASSIFICATION**  **  **  **  **  **  **  **  **  **	motore from it was not	and 150 to 200 persons to the east. The	pozite andat y	mass
A railroad branch line was then laid, Six power shovels removed the hill in the mestern section of the field. About 300 Jorman laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1,000 man. Almost all the Soviets were engaged in grading the landing field	A railroad branch line was then Inid, Six power shovels removed the hill in the western section of the field. About 300 Serman laborary were engaged at both construction sites.  The field was still occupied by 700 to 1.000 men. Almost all the Soviets were engaged in grading the landing field.  The field was still occupied by 700 to 1.000 men. Almost all the Soviets were engaged in grading the landing field.  The field was the field within the next days.  **  Convent.  Con				
western section of the field. About 300 German laborers were engaged at both construction sites.  3. The field was still occupied by 700 to 1 000 men. Almost all the Soviets were engaged in grading the landing field	western section of the field. About 300 German leborers were engaged at both construction sites.  The field was still occupied by 700 to 1,000 men. Honest all the Soviets were engaged in grading the landing field.  Inew Soviets, probably flying personnel were to arrive at the field within the next days.  **  Convent.  construction at Largeburg airfield was completed by late-October 1971. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **  REFERENCE COPY  30 NOT GIRCULATE  25X1  CLASSIFICATION  Document Fo.  No Chang  Gass. Us.  Auth.: Hill 10-2				
construction sites.  3. The field was still occupied by 700 to 1,000 mon. Almost all the Soviets were engaged in grading the landing field.  flying personnel were to arrive at the field within the next days.  **Comment.  **Comment.  **Construction at Legeburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **REFERENCE COPY  **OUT OF THE COPY  **OUT	Construction sites.  The field was still occupied by 700 to 1.000 men. Almost all the Soviets were engaged in grading the landing field.  Plying personnel were to arrive at the field within the next days.  **Comment.  **Comment.  **Comment.  **Comment.  **Comment.  **Comment.  **Comment.  **Comment.  **Comment.  **Presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **Compation on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **Compatible COPY  **Occurrent*  **Comment.  **Co				
3. The field was still occupied by 700 to 1000 men. throat all the Soviets were engaged in grading the landing field.  flying personnel were to arrive at the field within the next days.  **  Content.  Construction at Lerseburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **  CLASSIFICATION  Document Fo.  Ho Chang    Declaration   Declaratio	The field was still occupied by 700 to 1.000 mm. Almost all the Soviets were engaged in grading the landing field.    new Soviets, probably flying personnel were to arrive at the field within the next days.    Content   most of the construction at Merceburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.    REFERENCE COPY   DOCUMENT   25X1   CLASSIFICATION   Document Fo.   No Change   Decides   Section   Class. (Fig. 1)   Section   Class. (Fig. 25X1   Author His 10-2			الم ويدريسي من المدريسين	
engaged in grading the landing field.  flying personnel were to arrive at the field within the next days.  **  Content.  construction at herseburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **  **  CEFERENCE COPY  JO NOT CIRCULATE  25X1  CLASSIFICATION  Document Fo.  He Change	engaged in grading the landing field.  flying personnel were to arrive at the field within the next days.  **  Construction at Largeburg airfield was completed by late-October 1991. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **  REFERENCE COPY  90 NOT CHRCULATE  25X1  CLASSIFICATION  Document Fo. He Change   Declaration   Decla			1	· · ·
# Comment.  Consent.  Cons	Consent.  Construction at Merceburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  JO NOT GIRCULATE  25X1  CLASSIFICATION  Document No.  No Change  Beets  Class. Class. Class. Completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.				
* Connent.  construction at Mergeburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  10 Not circulate 25X1  CLASSIFICATION  Document Fo.  No Chang  Glass. (1)  Glass. (1)  Auth.: Hii 10-2	* Convent.  **Convent.  **Construction at Mergeburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  **REFERENCE COPY  **DO NOT GIRCULATE*  25X1  **CONEIDS**  **Document Fo.				obably
* Consent.  construction at Merceburg airfield was completed by late-October 1951. The information on the presence of an advance devail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  10 NOT CIRCULATE  25X1  CLASSIFICATION  Document No.  Ho Change    Declaration   Declarat	Construction at Merseburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  DO NOT CIRCULATE  25X1  CLASSIFICATION  Document Fa.  No Chang  Decide  Glass. Class. C	flying personnel were	to arrive at the field within the next	days.	
* Consent.  construction at Merceburg airfield was completed by late-October 1951. The information on the presence of an advance devail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  10 NOT CIRCULATE  25X1  CLASSIFICATION  Document No.  Ho Change    Declaration   Declarat	Construction at Mergeburg airfield was completed by Late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  DO NOT CIRCULATE  25X1  CLASSIFICATION  Document Fo.  No Chang  Decident Construction  Decident Construction  Document Fo.  Document Fo.  No Chang  Decident Construction  Decident Construction  Document Fo.  No Chang  Decident Construction  Decident Construction  No Chang  Decident Construction  Decident Construc	i '			
Construction at Lergeburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  10 NOT CIRCULATE  25X1  CLASSIFICATION  Document No.	Construction at Mergeburg airfield was completed by Late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  DO NOT CIRCULATE  25X1  CLASSIFICATION  Document Fo.  No Chang  Decident Construction  Decident Construction  Document Fo.  Document Fo.  No Chang  Decident Construction  Decident Construction  Document Fo.  No Chang  Decident Construction  Decident Construction  No Chang  Decident Construction  Decident Construc	14			10
Construction at Mergeburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  10 NOT CIRCULATE  25X1  CLASSIFICATION  Document No. No Change   Decided in the complete content of the content of the content of the content of the complete content of the co	Construction at Merseburg airfield was completed by late-October 1951. The information on the presence of an advance detail and the expected arrival of an air unit is believed to be credible.  REFERENCE COPY  10 NOT CIRCULATE  25X1  CLASSIFICATION  Document Fo.  No Chang  Declaration  Decla	1 * Comment.		mos	t of the
REFERENCE COPY  10 NOT CIRCULATE  25X1  CLASSIFICATION  Document Fo.  No Chang  Declar  Class. (1	REFERENCE COPY  DO NOT CIRCULATE  25X1  CLASSIFICATION  Document No.	construction at Lerse	mrg airfield was completed by late-Oct	ober 1951. The	е
REFERENCE COPY  DO NOT CIRCULATE  25X1  CLASSIFICATION  Document Fig.  No Change  Decid  Glass. (15	REFERENCE COPY  OD NOT CIRCULATE  25X1  CLASSIFICATION  Document No. OO O  No Chang  Becta  Class. C	information on the pr	esence of an advance detail and the exp	ected arrival	of an air
Document Fo.  Bective Glass. (15. 25X1  Author Hill 75-2	CLASSIFICATION  CLASSIFICATION  Document Fig.  Declar  Class. Lin.  Auth.: Hill 73-2	unit is believed to b	credible.		
CLASSIFICATION  CLASSIFICATION  CLASSIFICATION  CONFIDE  Document Fo. Co Confidence  He Change  Class. Clas	CLASSIFICATION  CLASSIFICATION  Document Fig.  Declar  Class. Lin.  Auth.: Hill 73-2				
CLASSIFICATION  CLASSIFICATION  CONFIDE  Document No. Cool  Ho Chang  Glass. Class. Cl	CLASSIFICATION  CLASSIFICATION  Document Fig.  Bective  Class. Lin.  Auth.: Hill 13-2				
CLASSIFICATION  CLASSIFICATION  CLASSIFICATION  CONFIDE  Document Fo. Co Confidence  He Change  Class. Clas	CLASSIFICATION  CLASSIFICATION  Document Fig.  Declar  Class. Lin.  Auth.: Hill 73-2		FFFFFUOT CODY		
CLASSIFICATION  CLASSIFICATION  CLASSIFICATION  CONFIDE  Document Fo. Co Confidence  He Change  Class. Clas	CLASSIFICATION  CLASSIFICATION  Document Fig.  Declar  Class. Lin.  Auth.: Hill 73-2	- K	FFFKFWI:F I:IIDA	•	
CLASSIFICATION  CLASSIFICATION  CONFIDE  Document Fo. OC    He Chang    Declaration    Class. (15. 3. 25X1)  Author Hill 75-2	CLASSIFICATION  CLASSIFICATION  Document No.		ri ritrisor OOI I		
CLASSIFICATION  CLASSIFICATION  CONFIDE  Document Fo. OC    He Chang    Declaration    Class. (15. 3. 25X1)  Author Hill 75-2	CLASSIFICATION  CLASSIFICATION  Document No.	* a <u>.</u>			
CLASSIFICATION  Document Fo. Co G  No Change  Declar  Class. Clas	CLASSIFICATION  Document Fo. No Change Declar Class. Class	20			
Document Fo. Co General Form Change Glass. Control State Control State Control	Document Fig.  No Chang  Bective  Class. (15. 25. 25.X1  Auth.: Hill 13-2		25X1		
Document Fo. Co Ho Chang Declar Class. Class	Document Fig.  No Chang  Bective  Class. (15. 25. 25.X1  Auth.: Hill 13-2	A. 10017101	CONFIDE	7	
No Chang  Declar  Class. Class	Ho Change  Declar  Class. Car. 3 © 25X1  Autha HR 13-2	CLASSIFICA	ICIV		
No Chang  Becla  Class.	No Chang  Declar  Class. Car. 3 1 25X1  Autha HR 13-2				
Glass. Class. Cl	Class. Etc. 2 5 1 25X1			000	
Glass. Garage 25X1 Auth.: Hit 13-2	Class. 6 5 25X1 Auth.: HR 73-2		No Change	" 	
Auth.: Hill 15-2	Auth.: HR 75-2		Becitati 1	_	
and the second s	a No.		Class. Class.	_ : : : : • • • • • • • • • • • • • • •	25X1
Approved For Delegas 2002/09/40 - OLA DD Bates - AUG 20	AUG 06		ntsi.		
	Approved For Delegas 2002/00/42 - CIA DD - 5444 (5556-560-560-560-560-560-560-560-560-560		Pales 2003/08/43 CIA DE Bates AUG 2	8000000	